

City of Wilmington
Traffic Light Signal Violation Monitoring System
Program Report for Fiscal Year 2015



Published by the

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Introduction

Since the Wilmington's Traffic Light Signal Violations Monitoring System Program's inception in 2001, the intent to reduce dangerous intersection crashes that typically cause injury or death, to aid in the redeployment of police officers to better serve our residential and business communities, and to avoid the cost associated with red-light running traffic crashes, which typically includes right-angle crashes has remained the same.

The current Traffic Light Signal Violation Monitoring System program has 34 red-light cameras at 31 intersections located throughout the city. There are no plans to increase the number of cameras or locations at this time.

Red-light cameras continue to be an effective way to discourage red-light running. Enforcement is the best way to get people to comply with any law and because it is impossible for police to be at every intersection, cameras continue to fill this void.

Automated enforcement refers to the use of cameras to enforce traffic safety laws. Many states have laws explicitly authorizing automated enforcement, and 439 communities have red-light camera programs as of January 2016.¹ Within the State of Delaware these areas have red-light camera monitoring systems in place.

Delaware

- Bear
- Bridgeville
- Dover
- Elsmere
- Millsboro
- New Castle County
- Newark
- Rehoboth Beach
- Seaford
- Sussex County
- Wilmington

¹ Insurance Institute for Highway Safety – Highway Loss Data Institute, Automated Enforcement, January 2016. Article available at: http://www.iihs.org/iihs/topics/laws/automated_enforcement?topicName=red-light-running

During fiscal year 2015, a total of 143 crashes occurred at all monitored intersections. There were 200 crashes during fiscal year 2014, resulting in a decrease of 28.5% when compared to fiscal year 2015.

Accidents significantly decreased at the following locations for fiscal year 2015.

- 11th Street eastbound at N. Church Street decreased by 67%
- Lancaster Avenue eastbound at Jackson Street decreased by 60%
- Pennsylvania Avenue westbound at N. Lincoln Street decreased by 86%
- S. Union Street northbound at Prospect Road decreased by 56%
- Lancaster Avenue at Cleveland Avenue eastbound and westbound decreased by 100%

The greatest increase in the number of crashes occurred at Fourth Street westbound at N. Adams Street which had 7 crashes. South Walnut Street northbound at A Street and W. 2nd Street westbound at N. Adams Street continue to top the list for the intersections with the most accidents, 12 and 10 respectively. While the reduction in the number of accidents can be attributed to the Traffic Light Signal Violations Monitoring System Program, the improvement in driver behavior to obey the law is an equally contributing factor.

Collisions caused by running a red-light continue to burden families and the community-at-large. Costs associated with medical care, vehicle removal and repair, and the attention from police and other emergency response personnel are just a few of the many resources needed when an accident occurs. Through reinforcement and education, the red-light safety program will continue to change driver behavior.

Tips for Pedestrian Safety

Drivers and pedestrians alike share the responsibility of keeping themselves and others on the road safe. Many strides have been made by the Federal Highway Administration to increase pedestrian safety. Infrastructure improvements have added a variety of safety measures, including the additional medians and redesigned roads allowing for better pedestrian/bicycle traffic flow. Here are some useful tips and guidelines to follow from AAA.²

Practices for Drivers:

Be Alert

- Look out for pedestrians at all times. When you are operating a vehicle, you have accepted a heightened responsibility for other people on the road. Safety is a two-way street.

² Tips for Pedestrian Safety – AAA Exchange. Article available at <http://exchange.aaa.com/safety/pedestrian-safety/tips-pedestrian-safety>.

- More times than not, pedestrians— especially younger ones— are not where they should be or where you would expect them to be. Remain vigilant at all times.
- Follow posted speed limits at all times, especially in areas of heavy pedestrian traffic. This is most important in areas that have lower speed limits, such as school zones and neighborhood streets where pedestrians may appear suddenly.
- Overall visibility is limited in bad weather conditions and poorly lit areas. Not only is it more difficult for drivers to see oncoming pedestrians, it also is harder for pedestrians to see you. Make sure your lights are on and use your signals properly. Use extra caution in these circumstances.
- Be mindful of pedestrians when pulling into and out of driveways, especially if you are backing up. Pedestrians can easily enter your path without your knowledge.

Crosswalks

- Always yield to pedestrians in a crosswalk.
- When approaching a crosswalk, reduce your speed and be prepared to stop.
- When you are stopped at a crosswalk, allow enough room between your vehicle and the crosswalk so other drivers can see the pedestrians you have stopped for.
- Do not pass vehicles stopped at a crosswalk. They have stopped to allow pedestrians to cross.

Do Not Drive Under the Influence

Alcohol and drugs impair your reaction time, reflexes, decision-making skills and overall cognitive functions. Getting behind the wheel while impaired puts everyone in danger.

Distracted Driving Laws

The Governors Highway Safety Association website highlights Distracted Driving Laws related to cell phone usage while driving.³

- **Hand-held Cell Phone Use:** 14 states, D.C., Puerto Rico, Guam and the U.S. Virgin Islands the following relates to cell phone usage while driving. Prohibits all drivers from using hand-held cell phones while driving. All are primary enforcement laws, meaning an officer may cite a driver for using a hand-held cell phone without any other traffic offense taking place.

³ Governors Highway Safety Association, Distracted Driving Laws, February 2016. Article available at: http://www.ghsa.org/html/stateinfo/laws/cellphone_laws.html.

- **All Cell Phone Use:** No state bans all cell phone use for all drivers, but 38 states and D.C. ban all cell phone use by **novice drivers**, and 20 states and D.C. prohibit it for **school bus drivers**.
- **Text Messaging:** Washington was the first state to pass a texting ban in 2007. Currently, 46 states, D.C., Puerto Rico, Guam and the U.S. Virgin Islands ban text messaging for all drivers. All but 5 have primary enforcement. Of the 4 states without an all driver texting ban:
 - 2 prohibit text messaging by **novice drivers**.
 - 1 restricts **school bus drivers** from texting.

Crash Data Collection: Nearly all states include at least one category for distraction on police crash report forms, although the specific data collected varies.

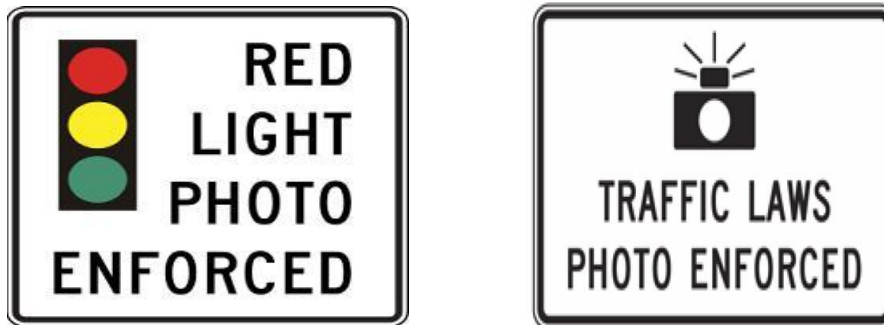
State of Delaware Laws for Cell Phones and Texting While Driving

Cell Phones and Texting						
Hand-held Ban	All Cell Phone Ban		Text Messaging Ban			Crash Data
	School Bus Drivers	Novice Drivers	All Drivers	School Bus Drivers	Novice Drivers	
Yes (Primary)	Yes (Primary)	Learner or Intermediate License (Primary)	Yes (Primary)	Covered under all driver ban		Yes

Sources: [Insurance Institute for Highway Safety](#) (IIHS) and [State Highway Safety Office](#).

Executive Summary

The Traffic Light Signal Violation Monitoring System Program is an electronic monitoring system authorized for 34 cameras installations at 31 signalized intersections within the City of Wilmington. The current camera locations meet eligibility through monitoring for potential incidences of red-light related crashes. There are no plans at the present time to expand the program. The following signage, though not required to be posted by law, has been placed at most intersections to warn motorists that an intersection is phone enforced.



The equipment automatically detects a vehicle in violation of the State of Delaware and City of Wilmington's red-light traffic laws. This includes tracking the number of seconds that elapse while the signal light is yellow, and the number of seconds that elapse after the signal light turns red.

If a vehicle enters an intersection any time after the signal light has turned red, the driver has committed a violation. Motorists who are inadvertently in an intersection when the signal changes (waiting to turn left, for example) are not red-light runners. In locations where a right turn on red is permitted, drivers who fail to come to a complete stop before turning may be considered red-light runners. Violations also include people turning right on red at intersections where doing so is prohibited.

Title 21§4101(d) of the Delaware Code allows the Delaware Department of Transportation (DelDOT) and/or the governing body of any city or county to install and operate traffic light signal violation monitoring systems and assess fines accordingly. The fine for violating the red-light traffic laws, which includes the "right turn on red," within the City of Wilmington, is \$110. If red-light cameras are installed on state-maintained streets or roads by an entity other than DelDOT, DelDOT must approve the installation before work can begin.

All intersections using a traffic control photographic system or other traffic light signal violation monitoring system must adhere to the exact duration of the yellow light change interval. This time-period must be no less than the yellow light change interval duration specified in the design manual developed by DelDOT. For more information visit the State of Delaware website at www.delaware.gov, title 21§4101(d).

Wilmington's Traffic Light Signal Violations Monitoring System program is currently managed by Xerox, State and Local Solutions, Inc. Digital technology allows Xerox to produce both still images and videos of the violation, thus providing additional information to help determine whether a vehicle was forced into an intersection by an emergency vehicle, for example, and whether a vehicle made a right turn on red after coming to a complete stop, which is required by law.

Right turns on red are permissible after a **complete stop**, except when prohibited by a posted sign or when a steady red arrow is displayed. Left turns on red are permissible after a **complete stop** from a one-way street to another one-way street unless prohibited by a posted sign, or when a steady red arrow is displayed.

Delaware law requires motorists facing a red signal to come to a complete stop prior to the stop limit, whether marked by sign or painted line, or if none, before entering the crosswalk or the near side of the intersection or, if none, then before entering the intersection.

Vehicle owners who violate the law are notified by mail of their violation and receive three high resolution digital images of the violation. In addition, those who receive a notice of violation are able to log onto www.public.cite-web.com website and view a 10-second video showing their infraction.

During fiscal year 2015, the City of Wilmington committed to review the Concord Avenue and Broom Street southbound intersection to determine if the location of the stop bars should be changed. The Public Works and Finance departments worked with the Delaware Department of Transportation (DelDOT) and Xerox, the City's vendor that installed and maintains the red-light camera systems, to review what changes, if any, were needed at this intersection.

It was agreed by all parties the stop bars would be staggered with the right turning lane stop bar moved closer to the corner. The stop bar changes were completed at this intersection June 1, 2015, and the red-light camera system was updated to reflect the relocation of the stop bars.

Vehicular traffic facing a steady red signal, where signs are not placed prohibiting turns on a steady red, **after coming to a full stop**, may cautiously enter the intersection and make a right turn. Such turning traffic should yield the right-of-way to pedestrians lawfully within a crosswalk and to other traffic using the intersection.

How a Red-light Camera Works - Inductance Loops

The red-light camera system uses inductance loops to detect the presence of a vehicle prior to the violation point.

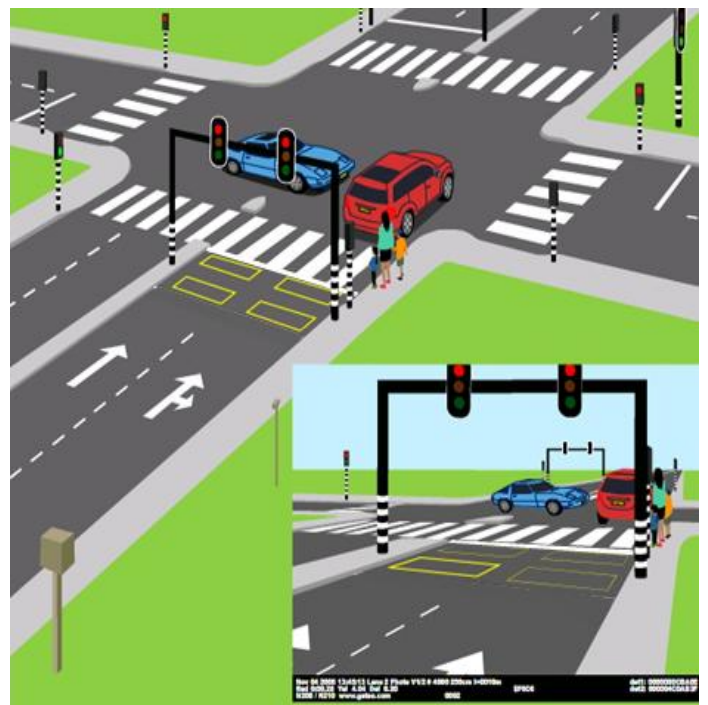
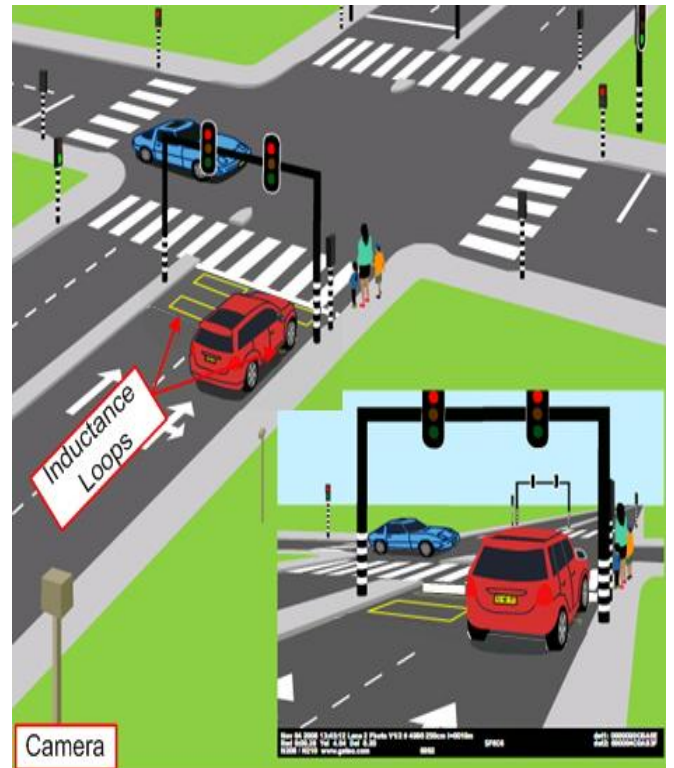
(An **induction** or **inductive loop** is an electromagnetic communication or detection system which uses a moving magnet to induce an electric current in a nearby wire. Induction loops are used for transmission and reception of communication signals, or for detection of metal objects in metal detectors or vehicle presence indicators.)

If a moving vehicle presence is detected during a red signal phase, the camera initiates the capture of two digital images and a video clip.

The first digital image will show the violating vehicle behind the violation point, the red signal phase, in addition to data about the violation that appears at the bottom of the image.

The second digital image will show the violating vehicle beyond the violation point proceeding through the intersection, the red signal phase, in addition to data about the violation that appears at the bottom of the image.

A third digital still image will be a close-up shot of the violating vehicle with a clear image of the vehicle license plate.



2015 Crash Data Analysis

The City of Wilmington's Traffic Light Signal Violation Monitoring System shows a significant decrease in accidents at camera locations monitored for fiscal year 2015. In fiscal year 2014, 200 crashes were identified as having occurred within the vicinity of the intersections monitored. In fiscal year 2015, 143 crashes were identified for the same locations, resulting in a 28.5% decrease when compared to fiscal year 2014. The total crash numbers include the following four categories: angle crashes, rear end crashes, side swipe crashes, and other crashes.

- ***Total crashes*** include all crashes occurring within the vicinity of the intersection.
- ***Angle crashes*** include right angle crashes, as well as left-turn crashes caused by a motorist proceeding through a red-light. Crashes caused by a motorist turning left on a "permissive" signal indication (i.e., a circular green or flashing red arrow) are not included in this analysis. Total number of crashes in this category is 48.
- ***Rear end crashes*** include crashes when the rear vehicle fails to stop and strikes the front vehicle. This includes rear end crashes that occur at the onset of the yellow and red intervals as well as rear end crashes that occur at the back of a queue of standing vehicles that frequently occur several seconds following the change to a red signal indication. Total number of crashes in this category is 52.
- ***Side Swipe Crashes*** include crashes where one vehicle side swiped another vehicle within the vicinity of the monitored intersections. Total number of crashes in this category is 20.
- ***Other Crashes*** include crashes where pedestrians were struck, fixed objects were struck (i.e., telephone pole, curb or sign), head-on collisions and accidents where there was no known cause. Total number of crashes in this category is 23.

To further drill down information in the total crashes, we have included the number of accidents that resulted in personal injury, accidents as a result of running a red-light, and accidents as a results of making a right turn on red without coming to a complete stop. These numbers are included in the total crash data above.

- ***During fiscal year 2015, 52 personal injury accidents occurred, none fatal.***
Locations of accidents are noted in the appendix section on page 43.
- ***During fiscal year 2015, 14 red-light running crashes occurred.***
Locations of accidents are noted in the appendix section on page 44.
- ***During fiscal year 2015, four (4) right turn on red accidents occurred.***
Locations of accidents are noted in the appendix section on page 45.

Data Method Technology

In 2010, the Delaware Criminal Justice Information System (DelJIS) implemented a new crash reporting system called E-Crash. In response to E-Crash, DelDOT implemented the Crash Analysis Reporting System (CARS). E-Crash generates latitude and longitude coordinates when law enforcement officers identify the location of crashes in the field. These coordinates, in addition to other elements and attributes of the crash report, are then communicated to DelDOT for inclusion in CARS. This process results in a more accurate method of establishing the location of crashes, and provides more complete crash data.

Data from fiscal years 2014 and 2015 is included in this Program Report using CARS information. As previously mentioned, this data provides a more accurate reporting methodology when determining crashes in the field.

The CARS system has been in use since 2010 (approximately six years), and contains crash data from 2005 through the present. Crash data from 2005 through 2009 was migrated from the former crash system into the new CARS system. However, the “before” periods for the first camera installations begin as early as 2001. Therefore, it is not feasible to obtain complete “before” and “after” crash data entirely from the new CARS system. Combining data between the former crash reporting system and the new CARS system may show an increasing trend in overall crashes as a result of the more complete data system. This may instead be the result of a more accurate and complete reporting system. This trend is likely to be more significantly observed in the review of “total” and “rear end” crashes, which are typically less severe compared to “angle” crashes. DelDOT will continue to monitor the impact that the new crash reporting system has on the “before” and “after” crash results.

Included in the City of Wilmington’s Traffic Light Signal Violation Monitoring System report for fiscal year 2015 is crash data by crash type.

Supporting Contractor and Management Team

The City of Wilmington continues the Traffic Light Signal Violation Monitoring System Program with our current vendor, Xerox State & Local Solutions, Inc. Xerox has managed the City of Wilmington's program since its inception in 2001. The City, along with Xerox, has built an outstanding partnership and team to support photo enforcement of violations that occur within Wilmington.

The current commission based contract has been extended through February 29, 2016. The City started the vendor selection process in 2014, which resulted in a formal Request for Proposal (RFP). The City completed its RFP process and the new contract was awarded to Xerox State & Local Solutions, subject to City Council approval. The new flat rate contract, which will save the City approximately \$400,000 a year when compared to the current commission based contract, is for a 42 month period, with the option to renew for two one-year periods.

The Traffic Light Signal Violation Monitoring team meets monthly to determine the effectiveness of the program through continuous, ongoing evaluations to clearly identify and effectively communicate red-light related safety problems to the public, to communicate the operational status and standards of the equipment, to discuss road maintenance on the service of the equipment and to review upcoming court cases. The team members are

Sanjay Bhatnagar, Assistant City Solicitor

Dave Blankenship, Director of Transportation

Stephanie Collins, Deputy Director of Finance

Courteney Dixon, Office of Civil Appeals

Jim Lazarski, Xerox State & Local Solutions, Inc.

Brian Mitchell, Transportation Engineer

Corey Staats, Police Department

Debra Wooden, Parking Enforcement Supervisor

Camera Locations

Thirty-four (34) red-light cameras at 31 intersections are positioned throughout the City of Wilmington. Technology used by the program enables the City to better enforce violations of the “right turn on red” laws as well as violations of traveling through a red-light.

The Wilmington Police Department (WPD) is responsible for reviewing all violations before a ticket is issued. Locations of the red-light cameras within the City are listed below:

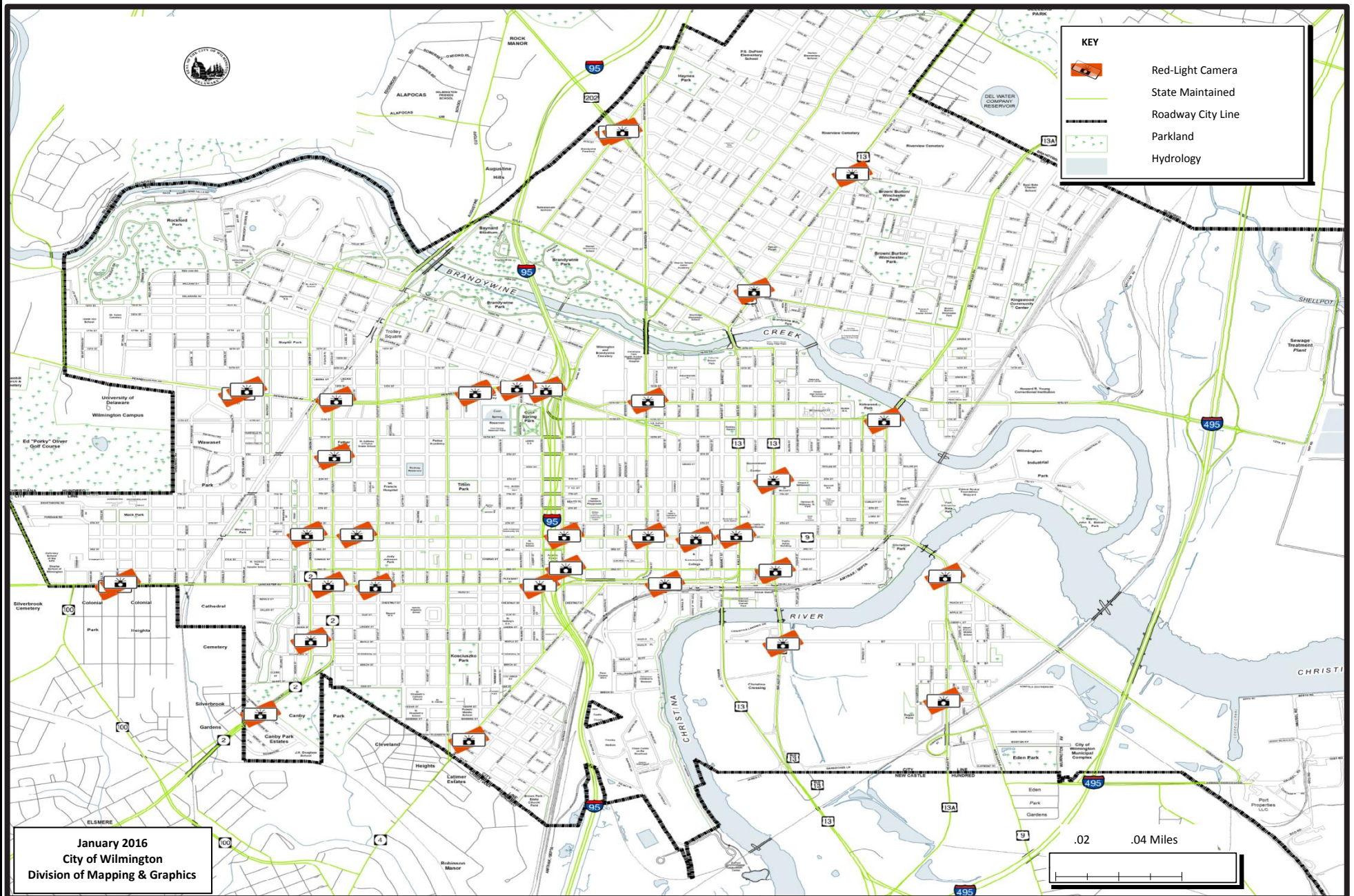
Red-light Camera Locations

Pennsylvania Avenue westbound at N. Lincoln Street
Lancaster Avenue eastbound at S. Cleveland Avenue
Pennsylvania Avenue eastbound at N. Franklin Street
S. Heald Street southbound at D Street
4th Street westbound at N. Adams Street
4th Street westbound at N. Washington Street
Lancaster Avenue westbound at S. Cleveland Avenue
N. Lincoln Street northbound at 9th Street
Pennsylvania Avenue eastbound at Woodlawn Avenue
Pennsylvania Avenue westbound at Woodlawn Avenue
Concord Avenue southbound at N. Market Street
Lancaster Avenue eastbound at Lincoln Street
11th Street eastbound at N. Church Street
S. Union Street northbound at Prospect Road
30th Street westbound at N. Market Street
S. Union Street southbound at Maple Street
4th Street westbound at Scott Street
Concord Avenue northbound at N. Broom Street
Concord Avenue southbound at N. Broom Street
Lancaster Avenue eastbound at Jackson Street
Lancaster Avenue eastbound at DuPont Street

Camera Locations (Cont'd)

Route 13A southbound at Christiana Avenue
Maryland Avenue eastbound at 7th Avenue
N. Union Street southbound at W. 4th Street
N. King Street southbound at E. 4th Street
W. 4th Street eastbound at N. Orange Street
Martin Luther King, Jr. Boulevard westbound at West Street
S. Walnut Street northbound at E. 2nd Street
Pennsylvania Avenue eastbound at N. Van Buren Street
Delaware Avenue westbound at N. Van Buren Street
W. 12th Street westbound at N. Washington Street
W. 2nd Street westbound at N. Adams Street
S. Walnut Street northbound at A Street
N. Walnut Street northbound at E. 8th Street

Traffic Light Signal Violation Monitoring Program 2015



Violations

The fine for traffic light signal violations within the City of Wilmington is \$110.

Under the City of Wilmington's program, notices are sent directly to the registered owner of the vehicle. The City offers motorists four convenient ways to pay their red-light ticket. Tickets can be paid via U.S. mail, online at www.WilmingtonParkingTickets.com, in person by visiting the Customer Service Center on the 1st floor of the Louis L. Redding City/County Building, 800 North French Street, Wilmington, Delaware between the hours of 8:30 a.m. and 5:00 p.m., or by telephone at 302-571-4320, option #4. Only Visa, MasterCard and Discover cards are accepted.

If a registered motorist has an outstanding ticket(s) and fails to respond to previous notices for a period of six months, a registration renewal for their vehicle license plate may be denied by the Delaware Division of Motor Vehicles (DMV) as noted in Title 21, §810 of the Delaware Code. All vehicles currently registered in the name of the motorist will be ineligible for registration renewal until all outstanding violations are paid.

For the convenience of motorists, City of Wilmington issued tickets can be paid at the DMV location at 2230 Hessler Blvd., New Castle, DE 19720.

The hours of operations are:

- Monday, Tuesday, Thursday & Friday – 8:00 a.m. until 4:30 p.m.
- Wednesdays – 12 noon until 8:00 p.m.

Camera violations are considered a civil, not a criminal offense. These violations and fines do not affect the motorists' insurance records or accumulate points on their driving records.

Revenue / Expenses

The primary focus of the Traffic Light Signal Violation Monitoring System is the safety of motorists. Revenue has exceeded the expenditures associated with the program.

Year	Total Net Revenue	Xerox Expenses	Additional Expenses	Total Expenses	Total Program Net Surplus
FY14	*\$ 4,508,551	\$ 1,474,222	\$ 462,330	\$ 1,936,552	\$ 2,571,999
FY15	\$ 3,853,854	\$ 1,447,135	\$ 505,298	\$ 1,952,432	\$ 1,901,422
Totals	\$ 8,362,405	\$ 2,921,357	\$ 967,628	\$ 3,888,984	\$ 4,473,421

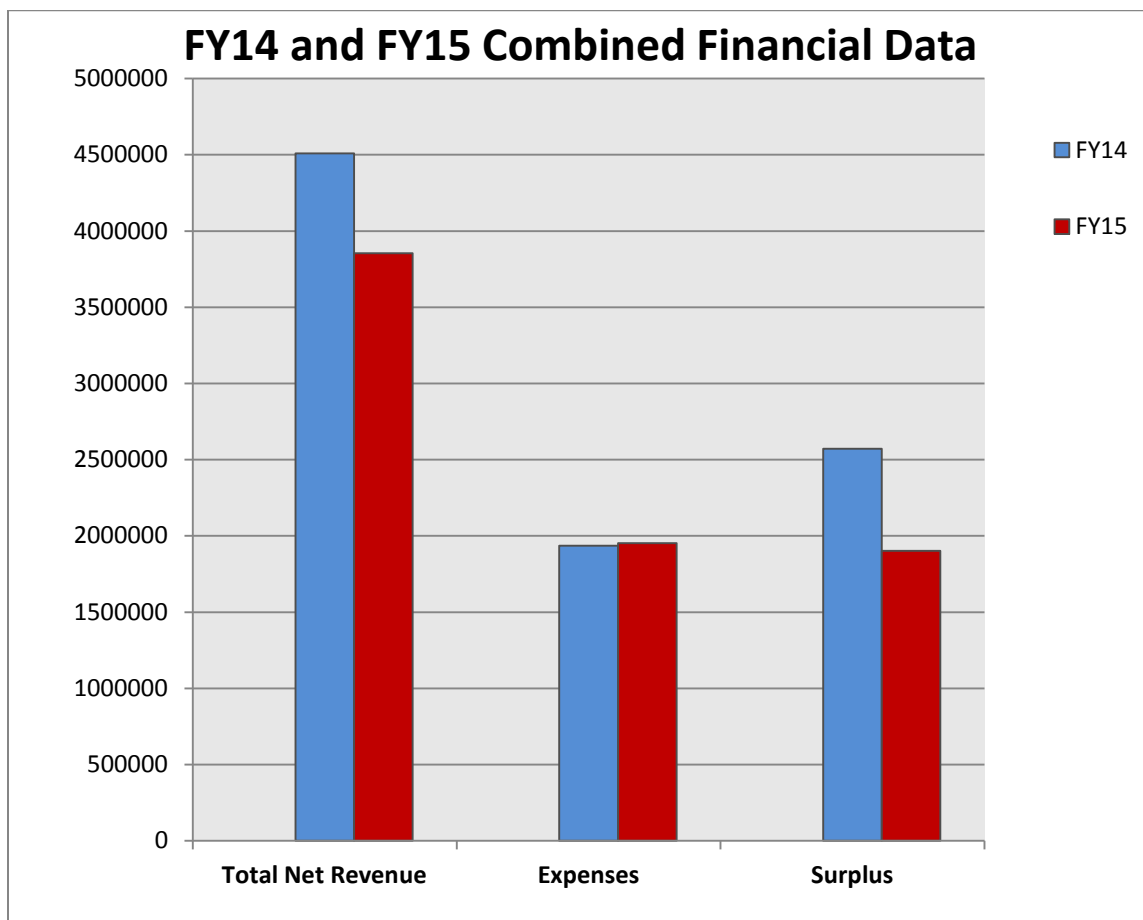
Expenses incurred for the Traffic Light Signal Violation Monitoring System also includes operational costs from City departments that help manage the program. The vendor was paid 37.5% of net revenue.

*The net revenue for fiscal year 2014 changed by \$45,365 to include the addition of penalties charged.

Number of Violations Issued

Year	Citations
Fiscal Year 2014	41,926
Fiscal Year 2015	36,718
Percentage Increase/Decrease	12.4% decrease

The decision was made by the WPD during fiscal year 2014 to hire a retired Sergeant with over 33 years of police service to review and determine the red-light violations. This employee, supervised by a captain in WPD, is accountable for the verification of each red-light violation rather than using a revolving team of police officers.



Court Process

Appealing a Red-Light Ticket

Red-light violations may be appealed within 21 days of the date the ticket was issued. Violations are mailed to the registered owner of the vehicle. The red-light ticket appeal process is administered by the City's Law Department and the City's contractor, Xerox State & Local Solutions, Inc. Instructions for red-light camera appeals are listed on the back of each violation.

Red-light appeals are heard by the Justice of the Peace Court (JP Court) #10 of the State of Delaware. For questions regarding red-light camera violations, motorists should contact Xerox State & Local Solutions, Inc., at 1-866-545-7441.

The registered owner will receive notification from the Court of date and time of the appeal hearing.

Registered owners receiving a red-light violation can review a color digital video and full color images of the violation by logging onto www.public.cite-web.com. In order to view the video or images, the registered owner must enter their violation number and a PIN number, which can be found on the violation that was mailed to the address to which the vehicle is registered.

In fiscal year 2014, 1,171 cases were scheduled for court. Of those, 1,074 cases (91.7%) were found in favor of the City. The remainder of those cases were either dismissed or founds in favor of the appellant.

In fiscal year 2015, 762 cases were scheduled for court. Of those, 680 cases (90%) were found in favor of the City. The remainder of those cases were either dismissed or founds in favor of the appellant.

Affidavits

Pursuant to 21 Del Code §4101(d)(9), a registered vehicle owner may transfer responsibility for a violation by furnishing an affidavit that states the owner was not the operator of the vehicle at the time of the alleged violation, and provides the name and address of the person or company who leased, rented or otherwise had control of the vehicle. If a registered owner identifies another driver as the violator on the affidavit, the identified driver has the same legal options as the registered owner; to either accept responsibility and pay the fine or challenge the violation in Court.

Delinquent Fine Payments

The fine for violating the red-light traffic law or the “right turn on red” traffic law within the City of Wilmington is \$110.

Late penalties are as follows:

- After 21 days, a \$10.00 penalty is applied
- After 45 days, an additional \$10.00 penalty is applied
- After 90 days, an additional \$10.00 penalty is applied
- Penalty maximum is \$30.00, which will bring the total amount to \$140.00 for tickets not paid within 90 days of issuance.

New Intersections

At the time of this publication, no new intersections are planned for the Traffic Light Signal Violation Monitoring System Program. Expansion approval will only take place if crash data supports a change and with the approval of DelDOT (if applicable), and the City of Wilmington’s Departments of Public Works and Finance.

Report Recommendations for Fiscal Year 2016

Since the program’s inception in 2001, the Traffic Light Signal Violation Monitoring System Program has demonstrated a significant reduction in the number of overall violations of running a red-light or intersection crashes where red-light cameras are installed. The City’s primary focus remains reducing dangerous intersection crashes that typically cause injury or death.

The City recommends the following operational strategy for fiscal year 2016:

- Continuation of the red-light camera safety program
- Monthly review of the “worst of the worst” red-light violations, including crash data to better understand ways to improve safety
- Continuation of monthly meetings with key stakeholders to ensure program validity remains intact
- Continuation of capturing crash data by crash type
- Implement a public awareness campaign, which will include the development of a brochure about red-light camera violations, and how to avoid them

RED-LIGHT CAMERA FREQUENTLY ASKED QUESTIONS AND ANSWERS (Q & A)

<i>Questions</i>	<i>Answers</i>
1. Why are red-light cameras permitted to operate in the City of Wilmington?	The State of Delaware authorizes the City of Wilmington to have a traffic light signal violation monitoring program. The red-light camera program operates in accordance with Wilmington City Code, Sec. 37-95(b). To read more information about red-light cameras in the City of Wilmington, visit the city's website at www.WilmingtonDE.gov and type in "red-light cameras" in the search engine.
2. What is the fine for a red-light violation?	The initial fine is \$110. If not paid within 21 days, a \$10 penalty will be applied on days 21, 45 and 90 after the ticket issuance date. The maximum fine including penalties is \$140.
3. I do not believe my citation is valid. How do I dispute my citation?	A written appeal must be filed within 21 days of the initial notice. The written appeal must be sent to the City of Wilmington, P.O. Box 15404, Wilmington, DE, 19850-5404.
4. What happens after I appeal my citation?	You will be assigned a case by the State of Delaware Justice of the Peace (JP) Court. You will receive a summons via U.S. mail advising you of the date and time of your hearing. If you are found liable or plead responsible, you will be assessed a court cost of \$35.00 in addition to the amount of the ticket.
5. I was not driving the vehicle at the time of the violation. How do I appeal in this case?	You may submit a notarized affidavit to the City of Wilmington, providing the name and address of the person driving the vehicle at the time of the violation. The records will be updated to reflect this change, however, if the driver of the vehicle does not pay the citation, the owner of the vehicle is ultimately responsible for the outstanding ticket.

6. The weather was bad, the road was slippery and I could not stop. Why am I held responsible?	Weather is not considered a valid defense. A responsible driver is expected to maintain control of his/her vehicle at all times regardless of the road conditions.
7. A large truck was in front of me and I did not see the light change. Why am I held responsible for a violation?	A responsible driver is expected to maintain a safe following distance at all times.
8. I stopped at the intersection. Why was a citation issued?	Vehicles must stop at a red-light before entering the intersection. The intersection may be marked by a sign or a stop bar on the pavement.
9. Right turns at red-lights are permitted. I slowed down. Why did I receive a citation?	Right turns at red-lights are permitted at some, but not all, intersections. If a right turn is permitted, the vehicle must come to a complete stop prior to entering the intersection, and then may proceed when safe to do so.
10. I think I stopped at the light. Why did I receive a citation?	Each violation notice includes the website information to view a video of the violation. After viewing the video, you may either pay the fine or appeal the violation in JP Court.
11. I appealed a citation, but after receiving the summons, I would rather pay the fine instead of going to court. How should I proceed?	After a citation has been appealed, it is in the JP Court's jurisdiction. You may contact the court indicated on your summons and discuss payment options with the court.
12. How will a red-light violation affect my driving record and insurance?	Red-light camera violations are civil offenses and, therefore, are not reported to insurance companies. If the fine is not paid with the City of Wilmington, your ability to register a vehicle or renew a vehicle registration could be blocked until all fines are paid. If you appeal a violation with the Court and do not appear for your court date or do not fulfill a payment agreement with the Court, a judgment could be entered against you and your driver's license could be suspended.

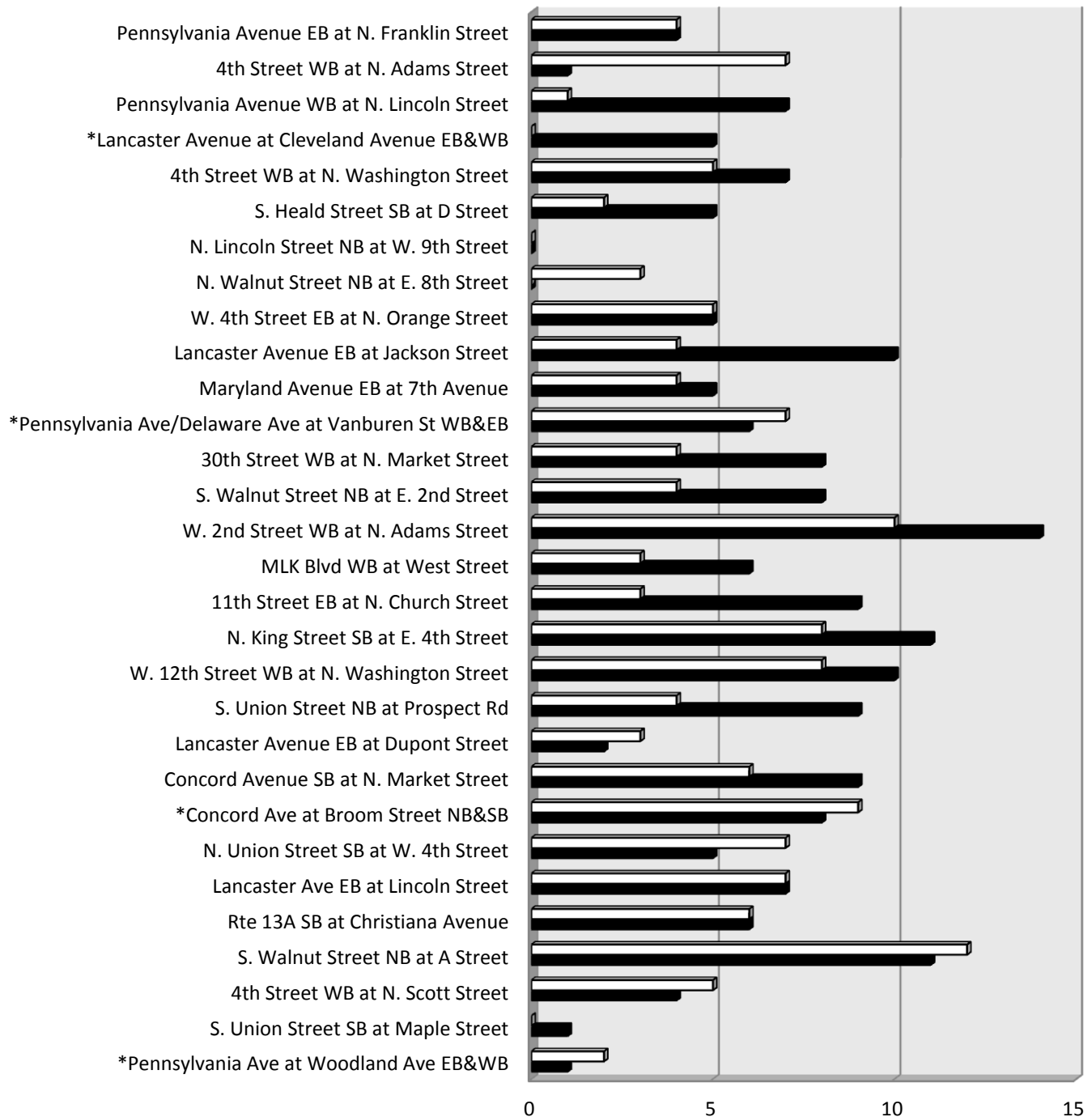
Appendix

Red Light Camera Locations Crash Data - FY2015 - FY2014

*Indicates intersections with cameras in both directions

□ 2015-143

■ 2014-200



Red Light Camera FY14 Summary Report by Location

Pennsylvania Avenue WB at Woodlawn Avenue

Right on Red Violations	Straight Thru Violations	Total
75	336	411

Pennsylvania Avenue EB at Woodlawn Avenue

Right on Red Violations	Straight Thru Violations	Total
118	124	242

S. Union Street SB at Maple Street

Right on Red Violations	Straight Thru Violations	Total
1	1,501	1,502

4th Street WB at N. Scott Street

Right on Red Violations	Straight Thru Violations	Total
450	681	1,131

S. Walnut Street NB at A Street

Right on Red Violations	Straight Thru Violations	Total
1,006	1,580	2,586

RT 13A SB at Christiana Ave

Right on Red Violations	Straight Thru Violations	Total
0	270	270

Lancaster Ave EB at Lincoln Street

Right on Red Violations	Straight Thru Violations	Total
4	739	743

Concord Ave NB at N. Broom Street

Right on Red Violations	Straight Thru Violations	Total
628	627	1,255

Red Light Camera FY14 Summary Report by Location (continued)

Lancaster Ave EB at DuPont Street

Right on Red Violations	Straight Thru Violations	Total
113	190	303

S. Union Street NB at Prospect Rd

Right on Red Violations	Straight Thru Violations	Total
36	397	433

W. 12th Street WB at N. Washington Street

Right on Red Violations	Straight Thru Violations	Total
147	84	231

N. King Street SB at E. 4th Street

Right on Red Violations	Straight Thru Violations	Total
721	664	1,385

11th Street EB at N. Church

Right on Red Violations	Straight Thru Violations	Total
2	261	263

MLK Blvd WB at West Street

Right on Red Violations	Straight Thru Violations	Total
21	494	515

W. 2nd Street WB at N. Adams Street

Right on Red Violations	Straight Thru Violations	Total
65	228	293

Concord Ave SB at N. Broom Street

Right on Red Violations	Straight Thru Violations	Total
3,899	1,370	5,269

Red Light Camera FY14 Summary Report by Location (continued)

Concord Ave SB at Market Street

Right on Red Violations	Straight Thru Violations	Total
2,032	707	2,739

S. Walnut Street NB at E. 2nd Street

Right on Red Violations	Straight Thru Violations	Total
13	4,123	4,136

30th Street WB at Market Street

Right on Red Violations	Straight Thru Violations	Total
492	141	633

Pennsylvania Ave EB at N. Van Buren Street

Right on Red Violations	Straight Thru Violations	Total
30	462	492

Delaware Ave WB at N. Van Buren Street

Right on Red Violations	Straight Thru Violations	Total
2,844	342	3,186

Maryland Ave EB at 7th Avenue

Right on Red Violations	Straight Thru Violations	Total
283	990	1,273

Lancaster Ave EB at Jackson Street

Right on Red Violations	Straight Thru Violations	Total
2,315	1,010	3,325

W. 4th Street at N. Orange Street

Right on Red Violations	Straight Thru Violations	Total
1	597	298

Red Light Camera FY14 Summary Report by Location (continued)

N. Walnut Street NB at E. 8th Street

Right on Red Violations	Straight Thru Violations	Total
14	1,438	1,452

Lincoln Street NB at 9th Street

Right on Red Violations	Straight Thru Violations	Total
286	223	509

S. Heald Street SB at D Street

Right on Red Violations	Straight Thru Violations	Total
274	271	545

4th Street WB at N. Washington Street

Right on Red Violations	Straight Thru Violations	Total
1	1,125	1,126

Lancaster Avenue EB at Cleveland Ave

Right on Red Violations	Straight Thru Violations	Total
48	2,186	2,234

Pennsylvania Ave WB at N. Lincoln Street

Right on Red Violations	Straight Thru Violations	Total
128	76	204

4th Street WB at Adams Street

Right on Red Violations	Straight Thru Violations	Total
709	592	1,301

Pennsylvania Avenue EB at N. Franklin Street

Right on Red Violations	Straight Thru Violations	Total
0	586	586

Red Light Camera FY14 Summary Report by Location (continued)

Lancaster Ave WB at S. Cleveland Ave

Right on Red Violations	Straight Thru Violations	Total
2	455	457

Total	Total	Total
16,904	25,022	41,926

**Straight Thru Violations includes left turns on red

Red Light Camera FY15 Summary Report by Location

Pennsylvania Ave WB at Woodlawn Ave

Right on Red Violations	Straight Thru Violations	Total
36	374	410

Pennsylvania Ave EB at Woodlawn Ave

Right on Red Violations	Straight Thru Violations	Total
60	208	268

S. Union Street SB at Maple Street

Right on Red Violations	Straight Thru Violations	Total
2	986	988

4th Street WB at N. Scott Street

Right on Red Violations	Straight Thru Violations	Total
572	787	1,359

S. Walnut Street NB at A Street

Right on Red Violations	Straight Thru Violations	Total
798	1,411	2,209

Rt 13A SB at Christiana Ave

Right on Red Violations	Straight Thru Violations	Total
0	251	251

Lancaster Ave EB at Lincoln Street

Right on Red Violations	Straight Thru Violations	Total
1	536	537

N. Union Street SB at W. 4th Street

Right on Red Violations	Straight Thru Violations	Total
147	187	334

Red Light Camera FY15 Summary Report by Location (continued)

Concord Ave NB at N. Broom Street

Right on Red Violations	Straight Thru Violations	Total
451	582	1,033

Lancaster Ave EB at DuPont Street

Right on Red Violations	Straight Thru Violations	Total
114	273	387

S. Union Street NB at Prospect Rd

Right on Red Violations	Straight Thru Violations	Total
46	532	578

W. 12th Street WB at N. Washington Street

Right on Red Violations	Straight Thru Violations	Total
132	74	206

N. King Street SB at E. 4th Street

Right on Red Violations	Straight Thru Violations	Total
983	1,498	2,481

11th Street EB at N. Church Street

Right on Red Violations	Straight Thru Violations	Total
1	670	671

MLK Blvd WB at West Street

Right on Red Violations	Straight Thru Violations	Total
19	493	512

W. 2nd Street WB at N. Adams Street

Right on Red Violations	Straight Thru Violations	Total
114	215	329

Red Light Camera FY15 Summary Report by Location (continued)

Concord Ave SB at N. Broom Street

Right on Red Violations	Straight Thru Violations	Total
3,135	1,221	4,356

Concord Ave SB at Market Street

Right on Red Violations	Straight Thru Violations	Total
1,276	296	1,572

S. Walnut Street NB at E. 2nd Street

Right on Red Violations	Straight Thru Violations	Total
3	3,564	3,567

30th Street WB at Market Street

Right on Red Violations	Straight Thru Violations	Total
384	127	511

Pennsylvania Ave EB at N. Van Buren Street

Right on Red Violations	Straight Thru Violations	Total
14	625	639

Delaware Ave WB at N. Van Buren Street

Right on Red Violations	Straight Thru Violations	Total
1,137	796	1,933

Maryland Ave EB at 7th Ave

Right on Red Violations	Straight Thru Violations	Total
251	789	1,040

Lancaster Ave EB at Jackson Street

Right on Red Violations	Straight Thru Violations	Total
1,783	930	2,713

Red Light Camera FY15 Summary Report by Location (continued)

W. 4th Street at N. Orange Street

Right on Red Violations	Straight Thru Violations	Total
1	616	617

N. Walnut Street NB at E. 8th Street

Right on Red Violations	Straight Thru Violations	Total
11	1,381	1,392

Lincoln Street NB at 9th Street

Right on Red Violations	Straight Thru Violations	Total
326	218	544

S. Heald Street SB at D Street

Right on Red Violations	Straight Thru Violations	Total
312	280	592

4th Street WB at N. Washington Street

Right on Red Violations	Straight Thru Violations	Total
0	1,145	1,145

Lancaster Ave EB at Cleveland Ave

Right on Red Violations	Straight Thru Violations	Total
24	310	334

Pennsylvania Ave WB at N. Lincoln Street

Right on Red Violations	Straight Thru Violations	Total
100	342	442

4th Street WB at Adams Street

Right on Red Violations	Straight Thru Violations	Total
633	381	1,014

Red Light Camera FY15 Summary Report by Location (continued)

Pennsylvania Ave EB at N. Franklin Street

Right on Red Violations	Straight Thru Violations	Total
2	1,520	1,522

Lancaster Ave WB at S. Cleveland Ave

Right on Red Violations	Straight Thru Violations	Total
0	232	232

Total	Total	Total
12,868	23,850	36,718

**Straight Thru Violations includes left turns on red

MOST IMPROVED intersections



11th Street eastbound at N. Church Street

(Fiscal year 2014 – 9 accidents / Fiscal year 2015 – 3 accidents)

Lancaster Avenue eastbound at Jackson Street

(Fiscal year 2014 – 10 accidents / Fiscal year 2015 – 4 accidents)

Pennsylvania Avenue westbound at N. Lincoln Street

(Fiscal year 2014 – 7 accidents / Fiscal year 2015 – 1 accident)

S. Union Street northbound at Prospect Road

(Fiscal year 2014 – 9 accidents / Fiscal year 2015 – 4 accidents)

Lancaster Avenue at Cleveland Avenue, eastbound and westbound

(Fiscal year 2014 – 5 accidents / Fiscal year 2015 – 0 accidents)

**GREATEST INCREASE in number of crashes at
an intersection**



4th Street westbound at N. Adams Street

(Fiscal year 2014 – 1 accident / Fiscal year 2015 – 7 accidents)

Note: The Adams Street corridor is included in our current interagency
highway safety improvements program

**MOST ACCIDENTS at a red-light intersection for
two consecutive years**



S. Walnut Street northbound at A Street

Fiscal Year 2015 – 12 accidents

Fiscal Year 2014 – 11 accidents



W. 2nd Street westbound at N. Adams Street

Fiscal Year 2015 – 10 accidents

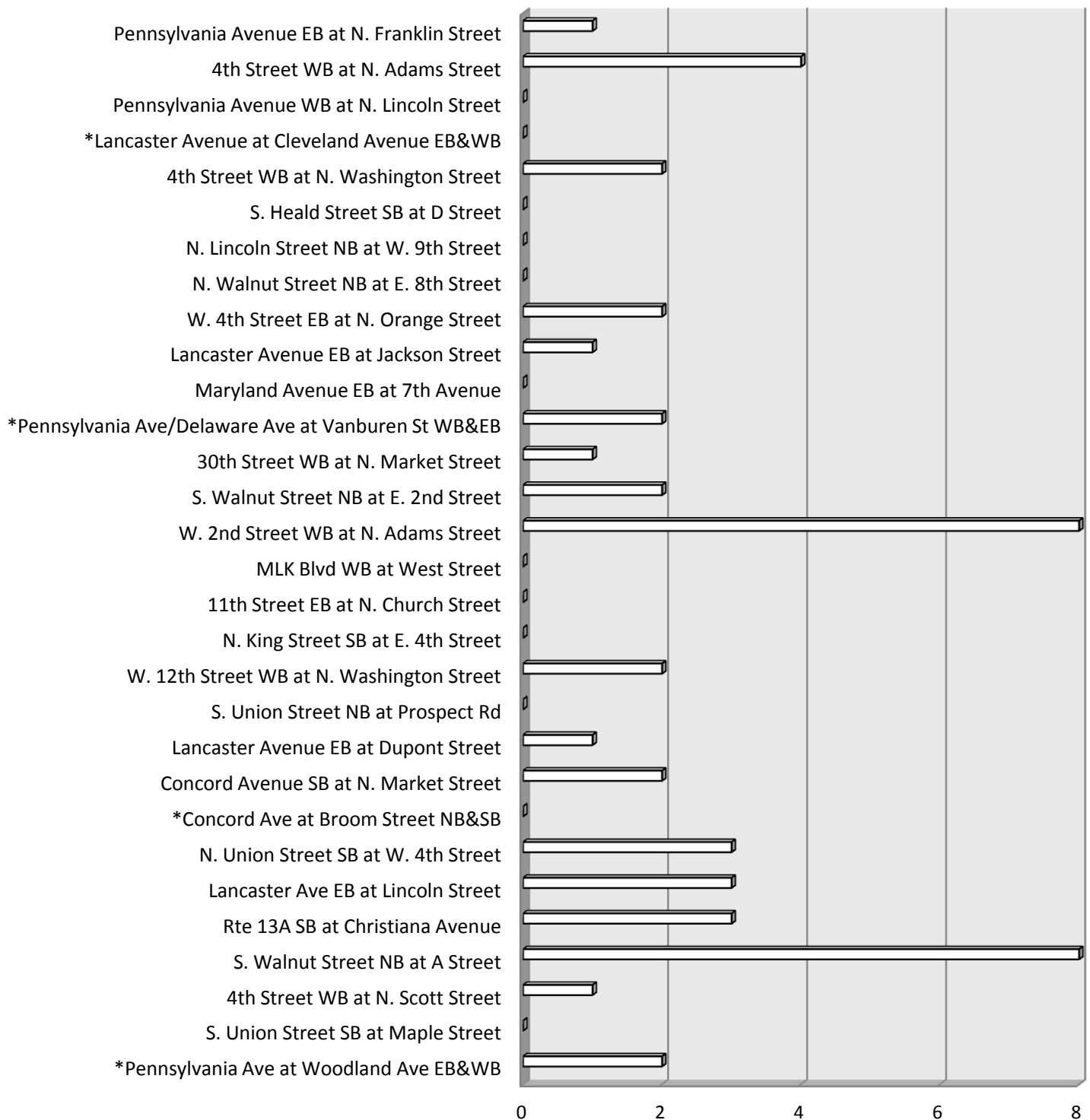
Fiscal year 2014 – 14 accidents

Note: The Walnut Street and Adams Street corridors are included in our current interagency highway safety improvements program

Angle Crashes by Location - FY2015

*Indicates intersections with cameras in both directions

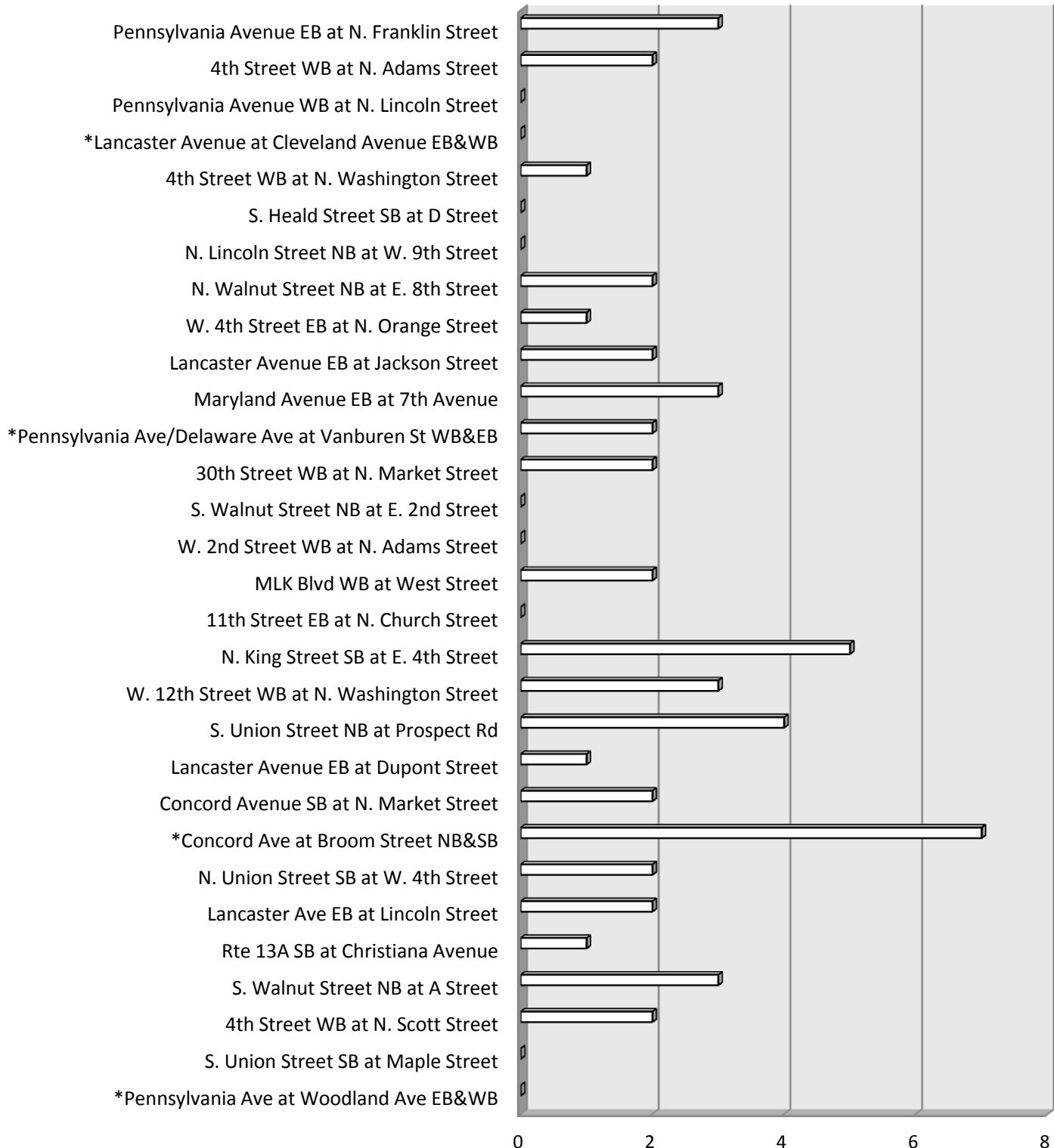
□ 2015-48



Rear End Crashes by Location - FY2015

□ 2015-52

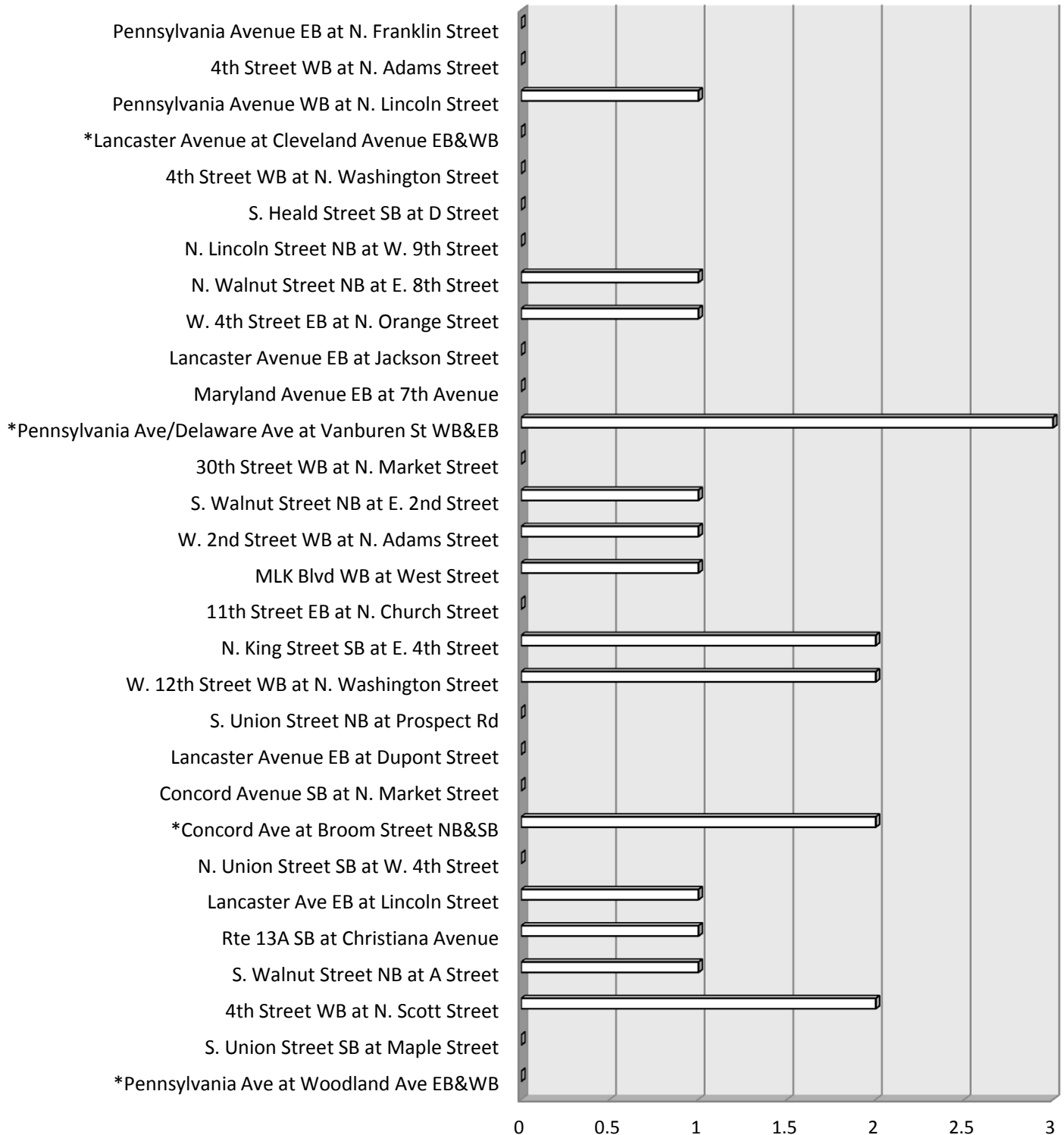
*Indicates intersections with cameras in both directions



Side Swipe Crashes by Location - FY2015

*Indicates intersections with cameras in both directions

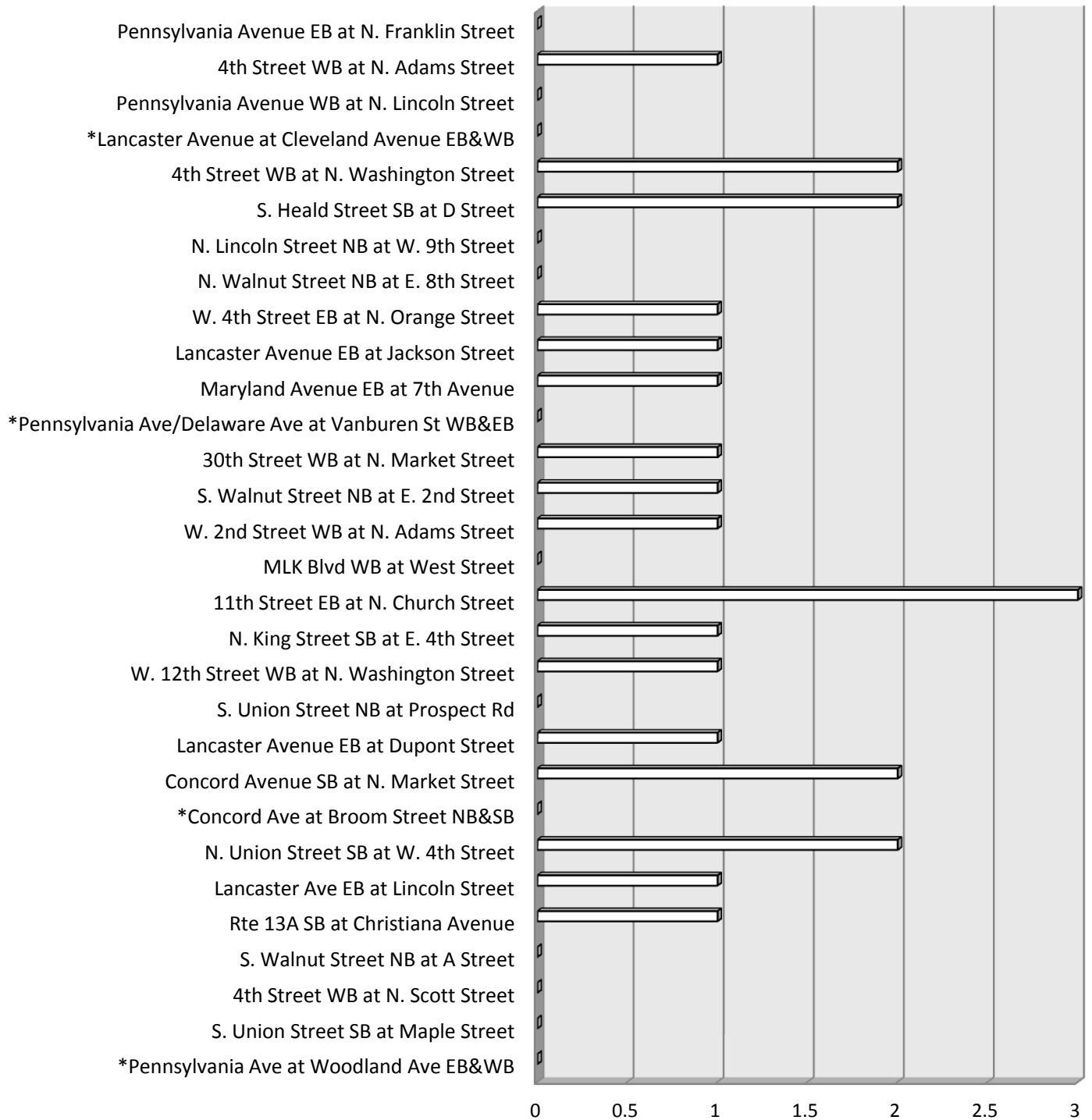
□ 2015 - 20



Other Crash Types By Location - FY2015 (Pedestrian, Fixed Object, Front, Unknown)

*Indicates intersections with cameras in both directions

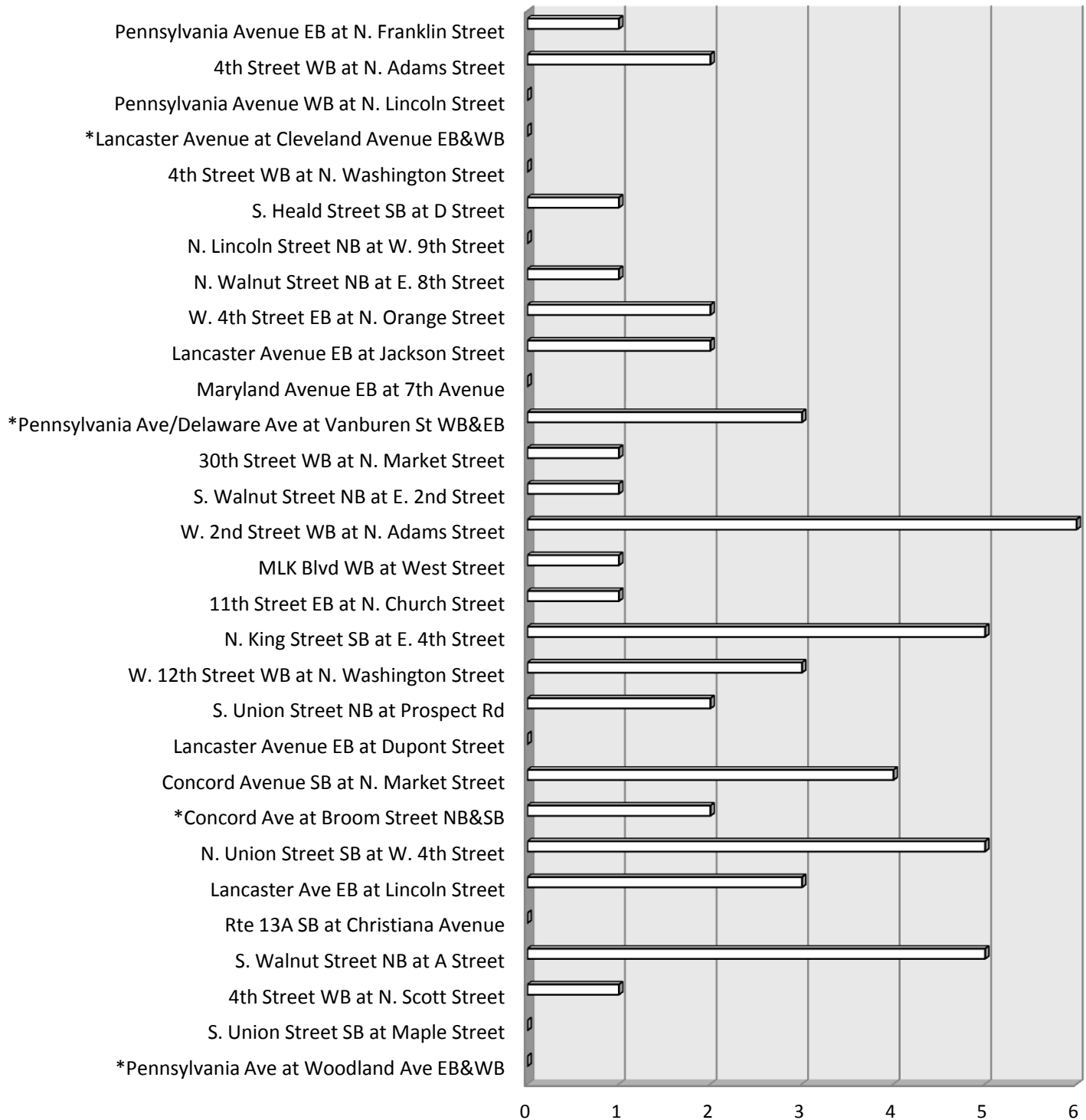
□ 2015-23



Personal Injury Crashes by Location - FY2015

□ 2015-52

*Indicates intersections with cameras in both directions

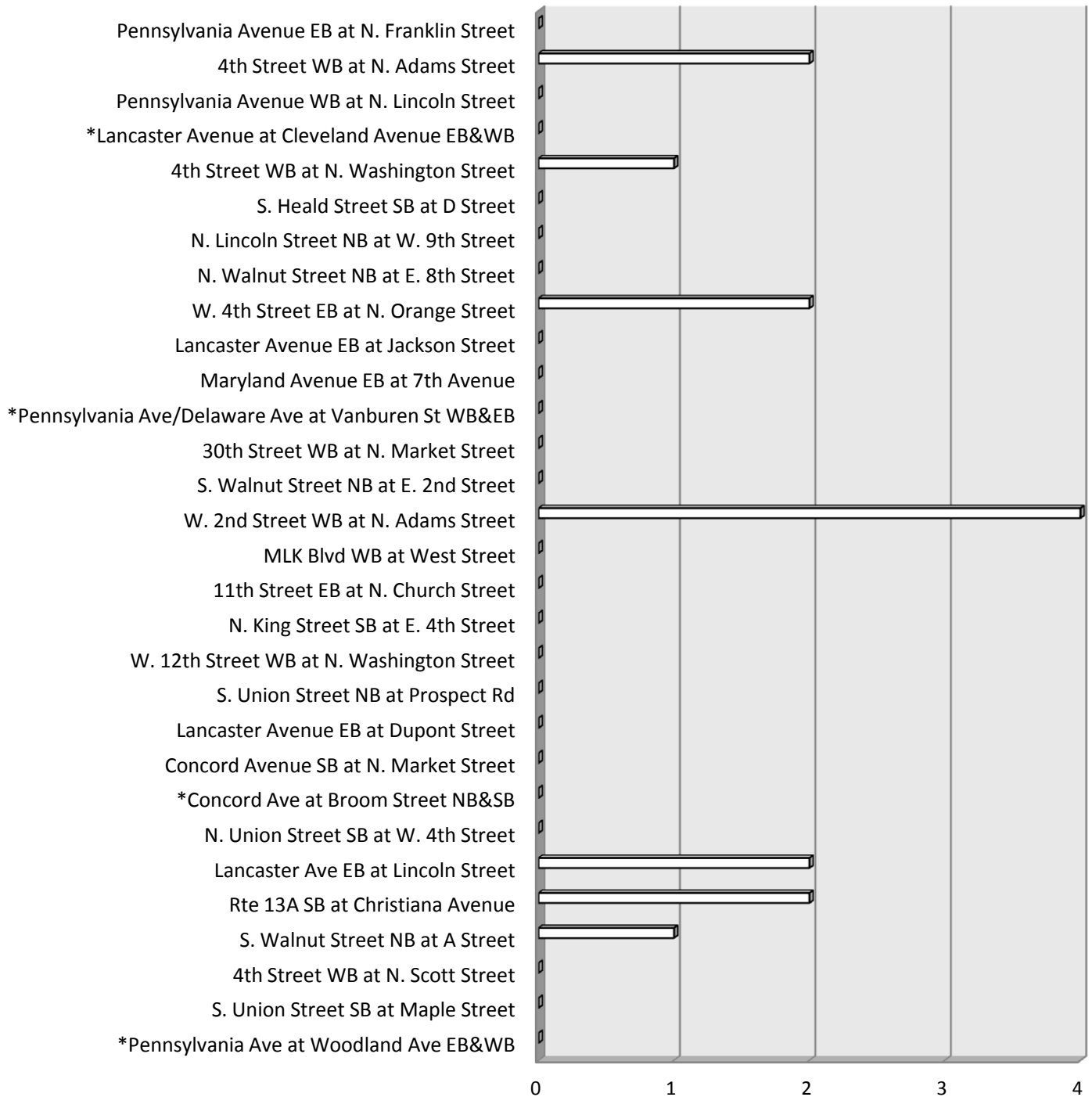


Red Light Running Crashes by Location - FY2015

(crashes where an officer cited at least one driver for disregarding a traffic signal)

***Indicates intersections with cameras in both directions**

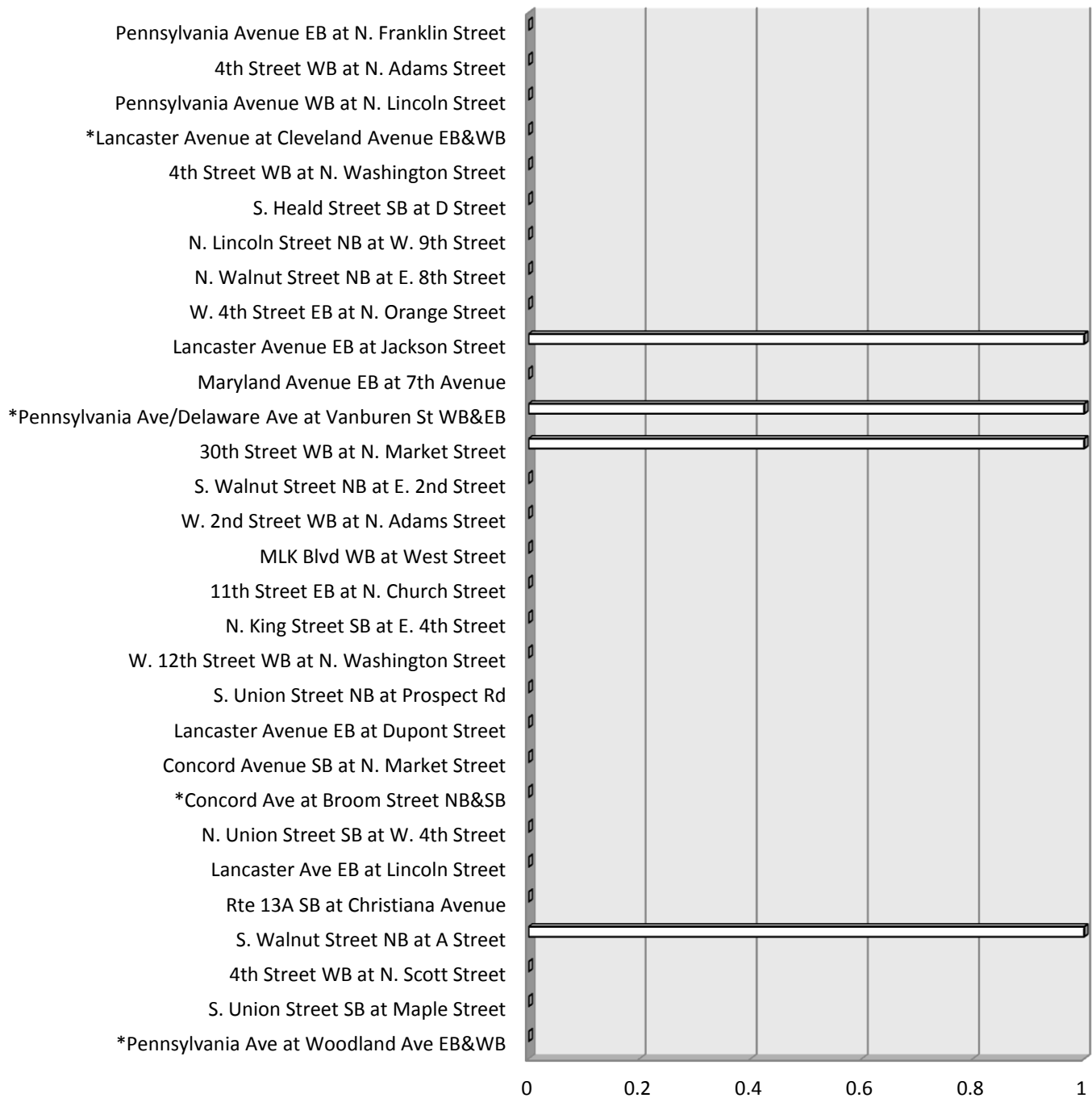
□ 2015-14



Right Turn on Red Crashes by Location - FY2015 (These accidents are included in the angle and other crash totals)

*Indicates intersections with cameras in both directions.

□ 2015 - 4



Thank You